

SUPPLY MANAGEMENT INFORMATION

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Special points of interest:

- RSupply Training Schedule
- NAVSUP POCs
- Web Sites

The purpose of this publication is to communicate the latest Afloat Systems and policy information to customers to improve user level of knowledge of current issues, and to solicit feedback.

This is our second issue and we have already received positive input from many of you. Thank you to those who have contributed, and please continue to pass along feedback. As my folks visit ships, air stations and Marine Aviation Logistics Squadrons, we hear lots of feedback on systems and in order to continue to improve system's quality, it is imperative we continue to receive timely feedback from customers. Accordingly, I encourage each of you to provide concerns to the points of contact in this publication.

I look forward to hearing from you as we look to improve our dialogue with you and ultimately improve the quality of systems products.

Budget Neutral Crossdecks for RSupply Force Activities

As a result of budget constraints and system availability for 7R cog material, there is a requirement to conduct "Budget Neutral" crossdecks to increase range and depth of material on hand for deploying aviation activities operating under the Navy Working Capital Fund (NWCF). A crossdeck action is an orchestrated event coordinated by NAVICP-P, TYCOM, issuing and receiving activity. This action is normally taken when a deploying activity requires the issue of an on hand asset from a non-deployed or returning activity as a transfer type document commonly referred to as a Stock-In-Transit (SIT) transfer with no cost impact to the APN-6 account. Another area of consideration in this closed-loop process is the reorder of the material by the issuing activity (when required) with a "QZ" related requisition. The replenishment is used as a procurement offset or stock replenishment other than the traditional requisition action taken with an NWCF fund code of "VZ" and advice code 5X or 59.

There are two types of "Budget Neutral" crossdeck directives or scenarios. They are Transfers of AVCAL type crossdecks and Inter-active Crossdeck referral actions by NAVICP-P and/or the TYCOM. This article will highlight the Inter-active Crossdeck procedure.

Inter-active "Budget Neutral" Crossdecks

As pointed out previously, these types of cross-

deck actions are orchestrated events coordinated between NAVICP-P, TYCOM, issuing and receiving activity. In this scenario, the receiving activity normally has a requisition already listed

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At sea aboard USS John C. Stennis, Feb. 18, 2002—Aviation Ordnancemen from "Checkmates" of Fighter Squadron Two One One (VF-211) aboard USS John C. Stennis (CVN 74) complete installation of a GBU-12 500 pound laser-guided bomb on an F-14A Tomcat fighter aircraft. John C. Stennis and her embarked Carrier Air Wing Nine (CVW-9) are supporting Operation Enduring Freedom. U.S. Navy photo by PH3 Quinton Jackson.



SPAWAR RSupply SYSTEM UPDATE

The following SPAWARSCEN Chesapeake Det San Diego CA 261831Z DEC 01 is quoted for information:

" This is the first in a series of quarterly updates that addresses PMW 151 supply initiatives of interest to the Fleet. This message will also summarize ongoing efforts to develop systems improvements and enhancements. The goal is to provide the latest information on systems changes and their impact on afloat and ashore supply operations.

a. **Web Enablement and ERP.** PMW 151 received funding to support web enabling the NTCSS application suite. Developed under NTCSS Flag review/ESC direction, Web Enablement (eNTCSS) is the first step in a three-tiered strategy. The second step is data replication (Maritime Logistics Data Network (MLDN)), and the third step is to enhance the NTCSS applications into an enterprise database. This effort aligns NTCSS with the VCNO's vision to provide universal access, data mining and decision support tools through the Navy's web portal. Web Enablement will make NTCSS applications accessible from all workstations at the activity, provide for a common web browser interface, simplify software implementation and upgrades, and allow for accelerated installs. The current plan provides for fielding of web enablement for RSupply Unit level starting in Q1 FY03 and RSupply Force level in Q4 FY03. The current ship installation schedule allows for a rollout by Battle Group/ARG, with all NTCSS Program of Record activities implemented by the end of FY 06. Fleet customers can expect a new look for NTCSS applications, enhanced ADHOC capability and functionality of the "Birch" release. Also, systems personnel will no longer have to load software to client workstations. FY 06 is a long way away. As we field web enabled NTCSS, we are also developing an ERP solution together with our fellow systems commands (NAVSUP, NAVSEA, and NAVAIR). Web enabled NTCSS provides a "bridge" for a transition to Enterprise Resource Planning (ERP). ERP will transition Government Developed Applications (GOTS) to Commercially Developed Applications (COTS). We are currently developing a transition plan that may result in fielding an ERP solution well in advance of FY 06. More information on ERP will be provided in future updates.

b. **Correction of change proposals and trouble reports.** To accomplish the Web Enablement initiative, RSupply development will be temporarily "frozen" with the "Birch" release, and no new functionality will be coded during the development period. **This means only valid critical trouble reports for optimized applications will be corrected.** Further, only critical trouble reports with no work arounds for legacy applications will be corrected. NAVSUP is working the prioritization of critical TRS with the Fleet, and PMW 151, in conjunction with SSC Norfolk, will develop a plan for resolution.

c. **Training.** RSupply training has been an ongoing Fleet concern. The RSupply Navy Training System Plan (NTSP) is developed and expected to be approved by January 02. NAVSUP and SPAWAR coordinated the development of initial schoolhouse functional training curricula for RSupply. The remaining courses are being revised and will be piloted

Course	Old NEC	Site	Length	User
RSupply Unit- Functional	2814	FTC	3 wk	E5-E9
RSupply Unit-Manager	2820	NSCS	1 wk	E6-03
RSupply Force-Functional	2824	FTC	8 wk	E5-E9
RSupply Force-Manager	2825	NSCS	2 wk	E7-04
SK/AK A School	N/A	NTTC	8 wk	E1-E3

Additionally, four new RSupply NECs have been approved: 2828 (Force Functional), 2829 (Unit Functional), 2830 (Force Manager) and 2831 (Unit Manager) procedures for awarding the new NECs to Sailors meeting the eligibility criterion will be disseminated SEP-COR. Look for additional information on training courses in a future update.

d. **Update on current releases.** The NTCSS optimized "aspen" releases for Force and Unit level have been approved for Fleet release and are now being rolled out by SSC Norfolk as "hand carry" releases. The "Birch" release has been approved for Fleet release for both Force and Unit level. "Birch" will be delivered to Fleet users as a mail-out. Following are the significant functional improvements that were incorporated into the "Birch" releases:

(1) Birch Force and MALS (version 822-01.01.56)

(a) Incorporated FACTS functionality into the RSupply application. This will remove a standalone system and allow the user to streamline carcass tracking and turn-ins.

(b) Incorporated SMARTS functionality into the RSupply application. This will also remove a standalone system and the requirement to maintain a separate baseline for Wizard Works applications.

(c) Incorporated the new logic for level setting process to remove the excess peace time operating stock from allowance-based items. This will reduce the overall inventory load of all afloat activities, and the burden on the BP 28 Navy Working Capital Fund.

(d) Incorporated new stock item dues reconciliation program to validate all stock dues and update the stock item table with the correct quantities. This will reduce the erroneous cases of excess and deficient conditions on the SAMMA/SAL.

(2) Birch Unit (version 820-01.01.35)

(a) Corrected ASI validations for items that already existed on the RSupply II database. This will allow the ASI to continue processing, where it aborted in the past.

(b) Updated unit of issue changes to preview the changes in total on-hand stock prior to change. This allows the user to preview the change to ensure that no large quantities are gained or lost.

e. Queued money value status. Many Unit level users have experienced frustration and workload impact due to incorrect queued money value computations. We attempted to correct this problem

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PHARMACEUTICAL PRIME VENDOR

BACKGROUND

The Pharmaceutical Prime Vendor contract provides over 1,400 pharmaceutical products required by the U.S. Navy to support the naval forces, as well as the Hospital Ships, USNS MERCY (T-AH 19) and USNS COMFORT (T-AH 20). The contract requires the vendor to provide a 98 percent fill rate within 72 hours as well as deliver products that have a minimum 12 months remaining shelf life.

HOW DOES IT WORK?

On large decks, medical items are carried as part of ship's inventory. They are issued to the customer, and get re-ordered for stock. Small ships are different in that medical supplies are requisitioned as DTO material. Defense Supply Center Philadelphia (DSCP) manages medical supplies and passes ships' requirements on to the Pharmaceutical Prime Vendor. Medical material is shipped within 72 hours to (Intra-Fleet Supply Support Operations Program (ISSOT), Norfolk for barcoding and labeling (large decks only), shelf-life inspection and destination changes. Depending upon the ship's location, ISSOT then forwards medications to a consolidation point near corresponding Fleet activity within 24 hours by second day delivery. The ship's Cargo Routing Information File (CRIF) entry helps to determine this

information.

Review of the process indicates that 98 percent of the requirements are filled by Prime Vendor within 72 hours, and over 99 percent of the material leaves the ISSOT Norfolk consolidation point within 24 hours.

WHAT TO DO IF MED RECEIPTS AREN'T TIMELY

The average timeline to receive medication is within 7 days including shipping time. Storekeepers, in conjunction with Hospital Corpsmen, should verify the following if medical material is not received:

1. Is material on the Prime Vendor contract (i.e., FSC 6505)?
2. Is all the requisition information correct? NSN, Price, Qty and Funding (Supply should verify before sending off ship).
3. Did requirement leave the ship? Was the Standard Automated Logistics Tool Set (SALTS) transmission successful?
4. What sort of status was received? The following status is satisfactory in the time frames indicated:

AOA 1 day Original requisition.
AE1 BM S9M 1 day Requisition being passed to DSCP.

AE1 BV S9M 2 days Requisition is on contract and the estimated shipping date.

AS1 2 days Material is shipped.

5. Does the Vendor have a problem with request? Two percent can't be filled due to supplier problems, but DSCP returns status in this event.
6. Is your CRIF address correct and up-to-date?
7. Was any other status received that requires follow-up action? Below is a quick matrix of the most probable status codes:

BZ - Item was not in stock and is being purchased. Estimated ship date should be checked.

BG - Requisition has been changed (NSN or Unit of Issue).

C_ or R_ - Rejected for a variety of reasons. This requires immediate action.

Contact for additional information:

DSCP at 215-737-9066, DSN 444, or email paa2433@dsdp.dla.mil
ISSOT at 757-445-5170

SPAWAR RSUPPLY SYSTEM UPDATE (cont'd)

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in the "Birch" release, but were not successful. SSC Norfolk is currently working on a process to correctly calculate and display this value. The process will reside in the RSupply II utilities menu and will be available as needed. This utility will be the basis of an application fix which will be made available in a future release. Utility to be released Q2 FY02.

f. Software release process. The release process for software is complex and lengthy. A seamless process is being worked with the Battle Force Interoperability/Configuration Control Board (BFI/CCB) members and Fleet CINCS, which will be addressed at the upcoming Network Users Group, 29 and 30 January, in San Diego. The ultimate goal is to increase "speed to market" of new software releases. PMW 151 and SSC Norfolk will continue to actively engage in this process.

g. RSupply at Naval Air Stations. The RSupply at Naval Air Stations project has taken off. RSupply at NAS will be implemented at 25 Naval Air Stations over the next three years. The project tran-

sitions U-2 to RSupply, and aligns with NAVSUP's overarching goal of singling-up business processes, ashore and afloat. Prototypes at the first two sites, NAS Oceana and NAS Leemore are complete, and feedback from the sites has been positive. Additionally, in conjunction with installation of Optimized Intermediate Maintenance Activity (OIMA) software, the full range of optimized supply and maintenance capability will be provided to Naval Air Stations. The following six sites are planned for FY 02 implementation: NAS North Island, NAS Jacksonville, NAS Whidbey island, NAS Mayport, NAS Point Mugu and NAS Patuxent River. In addition to software upgrades, new high-speed servers will also be installed at the sites. NAS Fallon and Tinker AFB (STRATCOMWING ONE) will be converted to RSupply force as afloat program of record sites. PMW-151 will be coordinating implementation dates with the respective TYCOMS.

2. Ongoing efforts are underway to simplify and standardize afloat systems. Your feedback is welcomed and can be directed to 858-537-0290.





Questions from the Fleet

Q: How should Demand Processing parameters be set, and when should they be adjusted?

A: RSupply Unit: From the Site Subsystem select Activity Controls, Constants and Demand Parameters. The dates entered are the first three letters of the month and the four-digit year ex. JAN2002.

SNAP II: From the Supply and Financial Management (SFM) System select Supply Control (PF4), Constants Update (PF1), and then type in (02) for Demand Processing Parameters. The dates entered are the last two digits of the year followed by the two-digit month of the year ex. 0112 for Dec 2001.

Both: COMNAVSURFPAC units use the previous 24 months of demand data while COMNAVSURFLANT units use only the previous 12 months. Reset the Demand Processing parameters on the 1st working day of the month followed immediately by Levels Setting (quarterly for COMNAVSURFPAC). For example, on the 1st working day of January 2002, a COMNAVSURFLANT SNAP II unit should have a starting year/month of 0101 and an ending year/month of 0201. Setting them in this manner and running levels on the 1st working day of the month will capture demand on the previous 12 or 24 months as applicable. RSupply and SNAP II have a demand exclusion option available. This option is used to disre-

gard demand computation for months where there was an extremely abnormal level of demand. If months are excluded, back up the starting year/month the same amount of months to capture 12 or 24 months of demand data. Consult your TYCOM for demand exclusion guidance.

Q: What are Local Management Codes (LMCs)? How are they assigned and under what circumstances?

A: An LMC is a two-position alphanumeric code used to further identify or sort stock material into desired categories for special attention. The code is locally assigned and its use is totally optional. If you add an LMC, ensure it is well defined in the description block. In both RSupply and SNAP II there are easier means to identify material then using an LMC. For example, some ships use LMCs T1 and T2 to identify Type1 and 2 shelf life material or RA to identify radioactive items. It is more reliable to capture shelf life items by the Shelf Life Action Code (SLAC) or radioactive items by the Special Material Content Code (SMCC) of R or X. The biggest problem with using LMCs to manage stock items is that after each Automated Shore Interface (ASI) is processed you may have new stock records requiring management attention without an LMC. An example of a sensible use of an LMC is to flag Bulkhead Mounted Spare stock records since there is no other means of

quickly identify these items. LMCs can be assigned as follows:

RSupply Unit: From the Site Subsystem select "Technical Information, Operational Controls", and then "Validation Tables." Select "Local Management Codes" from the drop down box. Click on the "insert" icon and type in the LMC and its description. Now go to the Inventory Subsystem, select "stock item", and then "maintain stock items." Type in the NIIN and click OK. Click the "LMC" icon on the toolbar and choose the applicable LMC from the drop down box and click "apply."

SNAP II: From the SFM System select "Supply Control (PF4)", "Constants Update (PF1)", and then type in (04) for Local Management Codes. Enter the LMC value. Provide a description of the LMC and select "PF1" to add it. Select "PF15" three times, which will back you out to the initial SFM screen and select "Inventory (PF2)" and then "Stock Record Update (PF1)." Type in the NIIN, select "PF1", and hit enter. Type in the LMC in one of the two LMC data fields and hit enter.

Reference: CNSL/CNSPINST 4400.1J

Q. How should excess material offloads on NWCF platforms be processed?

A. The mechanized offload (083 for

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Serial Number Tracking (SNT)

Can't find what happened to the DLR turn-in? Is it impacting your OPTAR balance? Give SNT a try – Serial Number Tracking at www.snt.navy.mil.

The strict definition of SNT is: a "closed-loop" cradle-to-grave tracking of depot level serialized components, providing asset and material status, enabled by Automatic Identification Technology (AIT). The SNTS is a web-enabled search engine that accesses various Navy maintenance and supply databases. Through this connectivity, the SNTS provides data in response to queries concerning asset visibility or maintenance history. The SNTS Web "portal" allows the Sailor to find information on material such as location, maintenance history, quantity on hand at various supply centers.

What does that do for you – the Fleet sailor? Today, you can input a document number and have the SNT system send you email notifications advising of a DLR carcass' turn-in status throughout the retrograde cycle. This capability exists under

the "Decision Support" section of SNT. Asset visibility exists, by serial number, for items that are installed in aircraft, in the retrograde pipeline and being repaired at commercial depots. Many other queries are available under the "Queries" section, which taps into 10 different databases to provide real-time answers to your supply and maintenance inquiries. Visit the web site and tell the SNT team what you think.

Remember, SNT is a work in progress – additional initiatives are in development for aviation, surface ships and subs to help you – the sailor. Prototypes are being tested, concentrating on new assets, maintenance critical parts or items in short supply that require rigorous management.



LOGISTICS SUPPORT CENTERS

The Logistics Support Centers (LSCs) were created to provide a permanent waterfront presence providing tailored logistical support to afloat units in areas of Fleet concentration. This enhanced support is provided through a network of husbanding agents that integrate support service, move workload off ship and provide the afloat supply officer with a shore based stand-in. Husbanding services at the LSCs include, but are not limited to:

- Provide training availability information.
- Provide information on provisions ordering and delivery.
- Assist with HAZMAT/HAZWASTE delivery and offload.
- Brokering PWC services, including brows, vehicles, fuel and trash removal, cranes, and other pier services.
- Coordinate small equipment repair and gas cylinder repair.
- Coordinate any galley, laundry service or maintenance required.
- Provide information on ceremonial support and personal effect disposition.
- Review outstanding requisitions for delivery against alternative sources of supply.

The LSCs also contain Material Processing Centers (MPC) whose mission is to provide tailored distribution support to customers. Tailored services include: receipt, sorting, breaking down of bulk packages, and removal of trash materials prior to delivery to the customer, specific delivery to the customer at the customer's direction, and staging and temporary holding of material to meet the customer's schedule and needs.

Here are some comments made by ship's Supply Officers and others who have used the LSCs at various locations:

"Pearl Harbor LSC's responsiveness is outstanding. The ship developed an emergent requirement for copier repair during the short transit from San Diego to Pearl Harbor. What made this a bit more stressful was the schedule

had us pulling into Pearl for one day only. The Pearl LSC didn't even blink an eye in making arrangements for a technician to visit the ship." ... USS COMSTOCK

"The material visibility, speed of shipment, and genuine concern for all of the small boy SUPPOs is incredible. They really go out of their way to take care of all of us." ...USS MCFAUL.

"The coordination, communication, and professionalism displayed by all players were simply OUTSTANDING. This example is only one scenario showing the good deeds of customer service being provided to the war fighters. The increased staffing from the LSC and NTSTORES Team made the difference. The after working hour players were proactive, engaged and never missed a beat. LSC has again proven their WORTH...pass my sincere thank you to your entire TEAM!"...CNAL Food Service Officer

"NRCC Singapore LSC was phenomenal in assisting us. Under severe time restraints due to our port visit cancellation, they flawlessly diverted desperately needed provisions and stores to us during replenishment at sea. This was an extraordinary team effort."...USS COMSTOCK

FISC Yoko det Sasebo LSC reps provides some of the best service that I've seen in the Fleet."...USS JUNEAU

"LSC Norfolk support team members are truly a valuable ASSET TO THE FLEET. The professional knowledge and expertise is the best that I have ever seen. The dedicated concern and committed spirit is one that the Fleet needs to have more of." ...USS ROSS input to an Atlantic Fleet Type Commander survey.

Since April 2001, 7 LSCs and 10 MPCs became operational with another 14 MPCs planned for FY02. The LSC project officer can be reached at 717-605-7027.I.

"The coordination, communication, and professionalism displayed by all players were simply outstanding... Pass my sincere thank you to your entire TEAM!"

CNAL Food Service Officer

New P-3013 On Its Way



The Fleet Finance and Accounting Manual (P-3013) is currently under revision. The Assistant Secretary of the Navy for Financial Management and Comptroller is currently putting the finishing touches on the comprehensive rewrite. The new manual is being completely reformatted and rewritten to incorporate new Fleet business practices, including new financial processes and accounting procedures. The manual will also reflect up-to-date financial interfaces with all Fleet Automated Information Systems, including RSupply. The new manual should hit the Fleet sometime later this year.





SMTS = Distance Support for Software Applications

SPAWAR Systems Center (SSC), Norfolk (formerly SPAWAR Systems Center, Chesapeake) has a web-based Help Desk tool, Software Maintenance Tracking System (SMTS), available for submitting Trouble Calls against SSC Norfolk-developed software products. Based on the product selected, and the location of the submitter, Trouble Calls (TCs) entered in SMTS get automatically assigned to the appropriate SSC Norfolk Fleet Support technician for action. Users can also search existing TCs, Trouble Reports/Change Proposals (TR/CPs), along with querying the Trouble Call Knowledge Base of common "problems and solutions" for all SSC Norfolk products.

SMTS has been available to the Fleet directly via link (on the left side of the screen) on the SPAWAR Systems Center, Norfolk Home Page (www.scn.spawar.navy.mil) since 1997 and is currently part of the SPAWAR Corporate Help Desk suite, which allows the exchange of trouble tickets from one SPAWAR System Center to another. SMTS can also be accessed from the Navy Distance Support home page at www.anchordesk.navy.mil by clicking the "Access the Portal" link, then selecting "Information

Technology", then "SPAWAR Technical Support". SMTS is accessed under "SPAWAR links" (SSC Norfolk Help Desk/SMTS).

Once the SMTS link from either of these locations is selected, the user is directed to log in via a User Name and Password. Guest user access is available to the Fleet for the purpose of submitting TCs and searching existing TCs and TRs/CPs and the TC Knowledge Base as mentioned above. Once logged in, a user can submit a TC into SMTS by selecting "new action" for Fleet TCs. A new Fleet TC submit form is opened with eight mandatory fields of information that need to be entered including Product Name, which is a pull-down menu of all SPAWAR Systems Center, Norfolk products (i.e., RSupply II, FSM, Micro SFM, PORTED SNAP II TAC-3 (SFM), SMARTS WZWKS NTCSS). A description of the problem, the user impact, and POC information is also required for submission.

As soon as the TC is submitted, a TC number is displayed for tracking purposes and the user may double click on that number and get immediate feedback on the TC, including the Fleet sup-

port code, telephone number, and individual to which the TC is currently assigned. Users may track the real time status of all TCs at any time by selecting the Find action for Fleet TCs and entering search criteria (i.e., TC number) in the applicable field. A Help link is available for information on advanced search techniques.

If the problem being reported requires a software change, the Trouble Call is "escalated" to a TR or CP, and the escalated TR/CP development/release status can also be tracked on the initial TC record. For more detailed real time status, the TR/CP record can be viewed in detail by selecting the find action for TR/CP processing and entering search criteria as described above.

For more information on the SPAWAR Systems Center, Norfolk Help Desk tool (SMTS) call 757-443-0297 or DSN: 646-0297.

Questions from the Fleet (cont'd)

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SUADPS activities) function should be used to process all offloads regardless of the number of line items to be offloaded. Frequently, ships/MALs will use the interactive/Material Requirement External (MRE) process to offload a small number of items. **The mechanized process is now required due to the recent requirement to provide Proof of Shipment (POS) and Due in Record (DWK) for all offloaded material.** The POS record will go to NAVICP along with the D7K issue Transaction Item Reporting (TIR) and the DWK will go to the Defense Depot (DD) at the co-located FISC to establish the due in record in Distribution Standard System (DSS). At this time, the interactive/MRE offload process does not produce the required POS/DWK transaction required by the NAVICP and DD. The process to offload selected items (normally done interactively) would be to add a specific Local Management Code (LMC) to those items selected for offloading. Once the LMC is added, the FAS should then process a mechanized offload against the selected LMC parameter. Once the offload is complete, the LMC must be deleted from the selected items. The change proposal to add POS/DWK transaction to the interactive function within RSupply is requested, and it is scheduled to be completed post-web enabling of NTCSS product suite.



At sea aboard USS GEORGE WASHINGTON, Feb. 4, 2002 Members of the launch crew aboard direct a C-2A Greyhound from Fleet Tactical Support Squadron 40 onto one of the carrier's flight deck catapults. GEORGE WASHINGTON, homeported in Norfolk, Va., is conducting carrier qualifications (CQ) in the Atlantic Ocean. U.S. Navy photo by Photographer's Mate Airman Jason Zalasky.



Fleet/TYCOM Training Schedules

NAVSUP RSupply Training (LANT)

Course	Class Date	Duration
RSupply User (E3-E5)	18 Mar	3 days
RSupply Manager (E6-O4)	15 Apr	2 days
Rsupply User (E3-E5)	29 Apr	3 days

POC- DSN 836-3154, Comm. 757-836-3154

FASTLANT Training Schedule

Course	Class Date	Duration
Ad Hoc Query Writing for Optimized NTCSS II (Pilot)	18 Mar	3 days
DON Purchase Card Program Seminar	11 Mar	2 days
End-use DLR Mgmt. SNAP II (RSupply) (CNSL)	25 Feb	1 day
End-use Financial Mgmt. SNAP II (RSupply) (CNSL)	20 Mar	2 days
Inventory RECON Workshop	04 Mar	2 days
IBS Management & User's Workshop (RSupply)	25 Mar	4 days
IBS Management & User's Workshop (RSupply)	22 Apr	4 days
Legacy SUADPS Seminar	25 Mar	5 days
Legacy SUADPS Seminar	08 Apr	5 days
Logistics Mgmt. Jr. SK SNAP II (RSupply) (CNSL)	04 Apr	1 day
Logistics Mgmt. Sr. SK SNAP II (RSupply) (CNSL)	18 Mar	1 day
NWCF-DLR Mgt/Carcass Tracking/FACTS Workshops	25 Mar	3 days
NWCF-DLR Mgt/Carcass Tracking/FACTS Workshops	06 May	3 days
Ported SNAP Basic Operator (ADP) Workshop (Legacy)	12 Mar	4 days
Relational Supply Seminar (Force)	18 Mar	5 days
Supply Petty Officer Seminar (Legacy)	11 Mar	4 days
Supply Petty Officer Workshop (RSupply)	29 Apr	4 days
Supply Petty Officer Workshop (RSupply)	20 May	4 days
TYCOM Alternative Utilities Workshop (Legacy)	22 Apr	2 days

POC-DSN 564-6600, Comm. 757-445-6600

ATGPAC Training Schedule

Course	Class Date	Duration
DLR Carcass Training	21 Mar	1 day
Purchase Card Automation System (PCAS)	08 Mar	1 day
RSupply (UNIT LEVEL)	11 Mar	5 days
SALTS Training	11 Mar	1 day
IBS (RSupply)	18 Mar	3 days
SMARTS Training (RSupply)	22 Mar	1 day
SMARTS Training (SFM)	21 Mar	1 day

POC-DSN 526-5794, Comm. 619-556-5794



New RSupply Navy Enlisted Classification

Four new NECs have been established for RSupply, and are included in the January 2002 NEC Manual. These mirror the existing legacy Supply Management NECs currently awarded upon completion of CNET courses for SNAP II and SUADPS as shown in the table below:

Legacy NEC	Legacy Course	New NEC	New Course
2814	SNAP II User	2829	RSupply Unit User
2820	SNAP II Manager	2831	RSupply Unit Manager
2824	SUADPS User	2828	RSupply Force User
2825	SUADPS Manager	2830	RSupply Force Manager

The new courseware for CNET RSupply courses (to be taught at NSCS and FTCs Norfolk and San Diego) is currently being developed and will be available between April and September 2002.

In the interim, there are alternative procedures for awarding the new RSupply NECs to Storekeepers that qualify per the following guidelines: (1) The SK must have the legacy NEC (known as the component NEC), and (2) must have had either implementation training from SPAWAR or TYCOM interim RSupply training, and (3) completed 6 months OJT on board using RSupply. The individual's command may then submit the NEC request to EPMAC using EPMAC form 1221/2 per Chapter 2 of the NEC Manual.

These procedures are designed to provide detailers with visibility of SKs who have gained the necessary RSupply experience prior to the formal schoolhouse training being implemented. Eventually, the legacy courses will be phased out and the RSupply NECs will be awarded only upon completion of the new formal CNET courses.

If you have any questions concerning the new RSupply NECs, contact NAVSUP 4C2C2C, 717-605-7050, DSN 430.I

Budget Neutral Crossdecks for Rsupply Force Activities (cont'd)

(Continued from page 1)

at NAVICP-P as a valid backorder, and/or document that is sitting in "BD QQQ" status awaiting system availability and funding. These initial outfitting requisitions may or may not be already obligated under APN-6 at the time a decision is made to crossdeck a Navy Working Capital Fund asset from another ship to satisfy the immediate requirement APN-6 requisition.

Several key actions are critical to ensure the proper referral of a requisition for crossdeck action without negatively impacting the APN-6 account. This includes the inter-active referral (BM) of the existing APN-6 requisition to the transferring activity within the NAVICP requisition module (B01). Once B01 is updated with the referral (BM to issuing activity) within the NAVICP requisition module, the issuing activity should be provided the document number for processing the transfer. This is usually accomplished through a crossdeck directive provided by the TYCOM and coordinated with all parties. Under RSupply, processing of this type of action by the issuing activity will not result in a sale TIR to APN-6 (D7A), but will result in a SIT TIR (D7K) with no effect on APN-6. The receiving activity should then process a normal SIT receipt (D6K) for the outstanding APN-6 requisition upon receipt of the material.

If the transfer of an asset from the issuing activity results in a DEF to RO (On hand, plus stock due, plus available substitutes is less than Requisitioning Objective), an inter-active APN-6 requisition must be generated under RSupply using the "Initiate Requisition Screen". The user must order the deficiency by clicking on the APN-6 reorder button. This will result in the issuing ship generating a replacement APN-6 requisition to satisfy the deficiency created by the transfer of the material to the receiving activity. If no deficiency is created as a result of the transfer action (i.e. activity has excess on hand), no replacement requisition will be generated citing APN-6 funding. Once the replacement requisition is forwarded to NAVICP-P, the ICP must take appropriate action to process the APN-6 replacement without causing the requisition to be rejected.

The following steps are summarized in regards to affecting an inter-active "Budget Neutral" Crossdeck action:

1. TYCOM and NAVICP-P coordinate requisitions that are to be crossdecked to satisfy an outstanding APN-6 requirement.
2. TYCOM identify assets to be crossdecked to include issuing activity and receiving activity.

3. Issuing activity validate material is on hand to satisfy crossdeck.
4. TYCOM/NAVICP-P coordinate crossdeck message/directive for executing crossdeck actions to include document numbers, issuing activity and receiving activity.
5. Upon coordination and receipt of crossdeck message/directive, NAVICP process inter-active BM status within the B01 NAVICP requisition module to the issuing activity for crossdeck action.
6. NAVICP-P will de-obligate (when warranted) any APN-6 obligation for requisitions referred for crossdeck action once it is confirmed that the issue activity is making the issue.
7. Issuing activity process SIT transfers based on information provided by TYCOM/NAVICP-P.
8. Issuing activity generate replacement APN-6 requisition if transfer results in DEF to RO citing APN-6.8.
9. Receiving activity process normal SIT receipt for crossdecked material.
10. NAVICP-P process replacement APN-6 DEF to RO requisition for crossdeck action from issuing activity when warranted.

Coordination by all key players is essential in order to ensure any crossdeck action under NWCF is appropriately accomplished.



How to get help with your Automated System

For reviewing an existing Trouble Report (TR), Change Proposal (CP) or submission of a Trouble Call (TC), users can utilize the Software Maintenance and Tracking System (SMTS) at SSC-C's website www.scn.spawar.navy.mil and follow the links to SMTS.

For assistance on Supply Management Automated Information Systems (AIS) contact SPAWAR Systems Center Norfolk using the following information:

East Coast-SPAWAR SSC-Norfolk			
System	Code	Email	Phone
RSupply and SNAP (All)	531	Rsupply50@scn.spawar.navy.mil	DSN - 646-0421 Comm. - (757) 443-0421
Forward Deployed	51	Rsupply50@scn.spawar.navy.mil	DSN - 314-624-5935
West Coast-SPAWAR SSC-C Detachment San Diego			
RSupply Force/SNAP I	6111	suadps@spawar.navy.mil	DSN - 526-9314/8786 Comm. - (619) 556-9314
RSupply Unit/SNAPII	621	Linkcode62@scndetsd.massopac.navy.mil	DSN - 526-7659/7660 Comm. - (619) 556-7659
Forward Deployed	64		011-81-616-043-6231

If you need assistance after normal duty hours call the 24-hour hotlines in the following geographic areas:

Software

SSC-N	DSN-646-0701/0702 or commercial (757) 443-0701/0702
SSC-N Det San Diego	DSN 526-7685 or commercial (619) 556-7685
SSC-N Det Yokosuka	DSN 315-243-6231 or commercial 011-81-6160-43-3815
SSC-N Det Med	DSN 314-624-5935/6356 or commercial 011-39-095-86-5935/6356

Hardware

SPAWAR Systems Center Charleston JMCIS Help Desk, commercial 800-838-1815

WEB SITES

NAVICP Knowledge Management System (KMS)	aicpm16.icpmech.navy.mil/kms/navicpdi.nsf
Standard Automated Logistics Tool Set (SALTS)	www.salts.navy.mil/index.html
NAVSUP Electronic Business and Commerce	www.ec.navsup.navy.mil/nav_ec/
Navy Electronic Business/Commerce	ecic.abm.rda.hq.navy.mil/
Navy Supply Corps School	www.nscs.com/
Logistics Toolbox	www.logtool.com/
NAVSUP	www.navsup.navy.mil
FASTLANT Team Web Page	mtat.salts.navy.mil/
SPAWAR Systems Center Chesapeake	scn.spawar.navy.mil
Contracting Toolbox	www.abm.rda.hq.navy.mil/tools.html
NAVSEA Logtools	www.logtools.navsea.navy.mil/
NAVICP	www.navicp.navy.mil
Naval Logistics Library	www.nll.navsup.navy.mil
Graduate School of Logistics and Management	la.afit.af.mil
Government Commercial Purchase Card	www.navsup.navy.mil/main/purchase-card/index.htm
Fleet Material Support Office	www.fmso.navy.mil
Naval Sea Systems Command Fleet Support	www.fleetsupport.navy.mil
Naval Surface Force, U.S. Atlantic Fleet	www.cnsi.spear.navy.mil



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Title/Issues Covered	Code	Comm. 717-605 DSN 430
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Afloat Logistics Sys Team Leader	4C2C	X6796
Afloat Information Systems—RSupply	4C2C2	X6250
Contractor Support	4C2C2A	X7437
Contractor Support	4C2C2B	X7425
Contractor Support	4C2C2C	X7050
RFID/AIT/Smart Storeroom	4C2C3	X6468
PARIS/MLDN/FIMARS/ERP	4C2C5	X6978
Wizardworks/FAST	4C2C6	X7420